

ON THE MOVE

New Hampshire Department of Transportation Newsletter



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Fall 2014



Commissioner's Corner

Safety Training is a Must for Any Organization

We've all pondered these questions at one time or another in our lives. How would I respond in an emergency situation? Would I step up and help, or would I be an observer? Could I make a difference by acting quickly, or would I be left hoping someone else would react? Would I freeze or would I take charge?

August 20th was a typical work day at the New Hampshire Department of Transportation. Among the Department activities taking place was a session on "confined space training" at a wastewater treatment facility in Franklin.

It began with a classroom session and suddenly the day changed. One of the NHDOT employees slumped in his chair. Those around him quickly noticed it was a serious situation and sprang into action. 9-1-1 was called. An automated external defibrillator (AED) was located in an adjacent building. Two employees with first aid training began performing CPR and rescue breathing. Others provided support, including meeting the ambulance to direct the EMTs to the correct location, a CPR mask, and counting compressions. According to those who were there, everyone just pitched in for a quick and coordinated response. A letter sent to me by Franklin Fire Chief Kevin LaChapelle confirmed what had occurred.

"The quick actions by other DOT students in the program alerted NH911, while others initiated CPR; this included automated external defibrillation within two minutes of this event. Our Advanced Life Support Staff arrived on scene to integrate into a flawless pre-hospital setting. As the leader of the NHDOT, you should know the professionalism that your staff performed resulted in the return of a spontaneous pulse and respirations. It is an extremely good feeling to step back and see that all of our systems worked well."

*You probably
have never found
yourself in a life
or death situation
where seconds
matter, but the
odds are it will
happen one day,
and probably
when you least
expect it.*

This was a very serious health situation where a co-worker's life was in the balance. I am very pleased to say that he is on the road to a full recovery.

The incident was also a reminder of the need to be vigilant in providing safety training for employees, even during tight times when training of all types can face the budget ax. As many as one-fourth of all NHDOT employees are CPR certified. At least 11 AEDs are mounted at various NHDOT facilities. This effort to equip our employees with emergency response tools and training needs to continue.

Whether its proper equipment, training, and personal protection for those in the field, or simply knowing that the person sitting next to you in a classroom is CPR trained, an emphasis on safety – and safety training – is in the best interest of all employees.



District 1 Engineer Brian Schutt personally thanks those involved in saving the life of a fellow employee – (left to right) Gary Dossett (OSC), Shaun Elliott (Turnpikes), Terry Monaghan (District 5), Shawn Byron (OSC), and Joe Giunta (Traffic).

A handwritten signature in black ink that reads "C. D. Clement".

Commissioner Christopher D. Clement, Sr.



State's Third Longest Runway Gets a \$3.7 Million Facelift

Runway 2-20 at Keene's Dillant-Hopkins Airport



Runway 2-20 was showing its age. The 25 years of use since its last rehabilitation in 1989 had taken a toll on the 6,200 foot main runway at the City of Keene-owned Dillant-Hopkins Airport.

Now, thanks to a \$3.7 million airport improvement project this past summer, Runway 2-20 is looking good. The project involved milling and paving the entire 6,200 foot length and 100 foot width of the runway. It included the rehabilitation of the connecting taxiways, and improved the safety of the runway safety area, the area around the runway that is maintained as a suitable surface that will support an aircraft that leaves the

Most of the funding (90%) was funded by the Federal Aviation Administration through the State's Airport Improvement Program. The NHDOT/Bureau of Aeronautics and the City of Keene each provided 5% of the project funds.

runway. In addition, there were upgrades to existing lights and signs.

According to Aeronautics Bureau Administrator Tricia Lambert, reclaiming the existing runway pavement saved approximately 5,300 tons, equal to 260 dump truck loads, in virgin materials. During the height of the paving project, over 2,000 tons of asphalt were being used daily, totaling 20,000 tons in all. The prime contractor was SUR Construction, Inc., of Winchester, New Hampshire.

Dillant-Hopkins Airport has served General Aviation since 1989. Opened in 1943, it provided commercial airline (passenger and cargo) service for 43 years. A second runway at the airport, Runway 14-32, is 4,000 feet long.

An economic impact and opportunity study completed in 2012 found that the airport contributed \$6.5 million in economic benefits to the economy of southwestern New Hampshire in 2010, and was responsible for approximately 67 full-time equivalent jobs.

Archaeological Collections

259,521 Artifacts in 336 Boxes

By Sheila Charles (Environment Bureau)

The New Hampshire Department of Transportation (NHDOT) is active statewide in sponsoring archaeological research to ensure transportation undertakings by the Department attempt to avoid adversely impacting archaeological resources in compliance with Section 106 of the National Historic Preservation Act of 1966. Cultural Resources Program Manager Jill Edelman and Cultural Resources Program Specialist Sheila Charles oversee review of these projects.

Between October 2013 and June 2014, the NHDOT undertook collections management tasks at the New Hampshire State Conservation and Rescue Archaeology

Thirty-five boxes and 12,731 specimens were de-accessioned, or permanently removed from the collection in compliance with professional guidelines (http://www.nps.gov/history/archeology/collections/repos_02.htm).

For example, de-accessioned artifacts included specimens which had deteriorated resulting in loss of integrity, were hazardous, and/or highly redundant. Most of the de-accessioned artifacts derived from non-site contexts with late 20th and early 21st century artifacts (e.g., Styrofoam, aluminum foil, aluminum flip top can lids).



Program (SCRAP) laboratory, focusing on artifacts recovered during investigations for NHDOT projects. The purpose of these activities undertaken by Sheila Charles and Bureau of Environment Intern Karen Malburne was to identify the artifacts derived from NHDOT projects that are stored at SCRAP and review the assemblage to ascertain collection components that have research, exhibit and educational potential.

Following detailed review of the material in each box, over 259,521 artifacts, derived from 130 archaeological sites, have been consolidated as manageable units into 336 artifact boxes. To date, there have been a total of 326 archaeological sites identified in association with NHDOT transportation projects. These sites range in time from the Paleoindian (10,500 Before Present) to the Post Contact Historic Period (Post-1400).

In addition, some collections with a plethora of non-diagnostic brick fragments were sampled. Prior to discard, de-assessed objects were also reviewed for inclusion in an artifact study collection or educational outreach kit.

In some collections, hazardous materials, such as mercury and asbestos, were discarded. In one case, a clear glass pharmaceutical bottle, manufactured by John Wyeth & Bro./Philadelphia, PA c.1860-1899) contained mercury, one of the most toxic and environmentally damaging elements. This specimen was retrieved by the NHDOT Contamination Program Manager Dale O'Connell and transported to a hazardous waste facility for disposal.

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Marking a 400 Year Anniversary on the NH Seacoast

Monument Dedicated to 1614 Expedition

As a country, America is only 238 years old. So 400 year milestones here are few and far between. But a new granite monument overlooking the Atlantic Ocean in Rye does just that – recognizing the 400th anniversary of English Captain John Smith’s 1614 expedition – when he mapped and named our region “New England.”

In 1614 (six years before the Pilgrims arrived in Plymouth), Smith sailed to what was then known as Northern Virginia, mapped the region and renamed it New England. He later published “A Description of New England,” which had a major influence in the English migration to New Hampshire, Massachusetts and the other New England states.

The 1614 Monument measures 16 feet, 14 inches high in tribute to Smith’s expedition date. It is made from four pieces of New Hampshire granite and weighs 18 tons. The monument features an obelisk and a large bronze replica of Smith’s map. The other three sides of the monument are carved with panels of information about John Smith, the Origins of New England, and the Isles of Shoals – which Smith had named “Smith’s Isles.”

The monument was dedicated at a ceremony at Rye Beach State Park on August 14th.

As part of the private-public partnership that made the monument possible, the NHDOT was asked if it could assist with this effort by providing a design for the footing for the 36,000 pound monument. The Bridge Design Bureau (Dave Scott – Chief In-House Design Section) and Phil Brogan (Design Engineer) coordinated efforts using information from Public Works (Jobie Chase – Project Manager) to develop the design and construction plans for the reinforced concrete footing which supports the granite base of this monument. Survey layout for locating the monument was provided by Dan Mitchell (Survey Supervisor) and other survey crew members from the Highway Design Bureau.



*Those attending the August 14th monument dedication in Rye gathered for a picture to mark the occasion.
Photo by Budd Perry of Memories Studio*

New 200 Space Park and Ride Opens in Rochester

To Assist Travelers Along the Spaulding Turnpike

Travelers along the Spaulding Turnpike have a new ride-sharing and transit option.

A new 200-space Park and Ride is now open for use in Rochester, located immediately west of the Exit 13 interchange off US Route 202 on Highland Commons Drive.

The Park and Ride is providing alternative transportation choices to reduce travel demand on the Spaulding Turnpike through either ride-sharing or bus service.

The public transit operator COAST began using the Park and Ride on August 4th for its commuter express to the Pease International Tradeport (Route 20) and commuter express to the Portsmouth Naval Shipyard (Route 103). Morning pick-ups are at 5:55 am and 7:20 am, and afternoon drop-offs are at 4:15 pm and 5:50 pm.

Porous pavement, underground stormwater storage/treatment, and vegetated water quality measures were used on the project to reduce environmental impacts due to surface water run-off.

Alvin J. Coleman and Sons, Inc. of Conway, New Hampshire was the contractor for the \$1.4 million project.





NH and Maine Receive \$25 Million TIGER Grant for Sarah Long Bridge Replacement

The States of New Hampshire and Maine have been jointly awarded a \$25 million federal grant that will go towards the replacement of the Sarah Mildred Long Bridge. In total, the USDOT awarded \$600 million for 72 transportation projects in 46 states and the District of Columbia from its TIGER (Transportation Investment Generating Economic Recovery) 2014 program. Overall, 585 applicants requested 15 times the \$600 million available for the program, or \$9 billion for needed transportation projects.

Applicant/Sponsor:

Maine Department of Transportation,
New Hampshire Department of Transportation

Total Project Cost: \$173,000,000

Grant Funding: \$25,000,000

Project Description

This TIGER grant will fund the rail components of the Sarah Mildred Long Bridge replacement over the Piscataqua River. The Sarah Mildred Long Bridge, a lift bridge connecting Maine and New Hampshire, currently handles both highway and rail traffic and is being replaced after 74 years. The replacement bridge will feature an integrated rail-highway deck for the lift span, maintaining rail access for the Portsmouth Naval Station.

Project Benefits

Rail access is a critical need of Portsmouth Naval Shipyard, as this is the only viable mode of transportation allowed by the U.S. Navy for the Shipyard to transport

spent nuclear fuel from its servicing of U.S. Navy submarines. The TIGER investment will ensure this access continues. The new bridge will also dramatically improve safe access to navigation on the river through widened spans to accommodate larger vessels.

Project Highlights

- Reduces the need for bridge lifts by 64%, reducing disruptions to highway and marine traffic.
- Provides redundancy for freight movement between Maine and New Hampshire in the event of closure of the I-95 bridge.
- Improves environmental outcomes by reducing vehicle delays and idling times by 68 percent.

This is the second time in four years that a Piscataqua River bridge replacement project connecting New Hampshire and Maine has received a TIGER grant. The Memorial Bridge project in Portsmouth-Kittery was awarded a \$20 million TIGER grant in October 2010.

"It is a very big relief," NHDOT Commissioner Chris Clement told the Portsmouth Herald.

"Without the grant, it was going to be very difficult from a 10-year plan perspective to get this project going. Now, the project comes together and moves forward."

To Fabyano

To Crawford Not

Frank H. Shapleigh, *Presidential Range and Anthonio River, near Fabyan's, 1885*

Sumner's House,

John B. Bachelder Stern on Mt. Washington, c1875. New Hampshire Historical Society Collection.



For decades, Benson's Wild Animal Farm in Hudson drew thousands of visitors from throughout the region to view exotic animals and watch circus-style acts.

Benson Park: Former Wild Animal Farm is Once Again a Public Attraction

NHDOT Owned Hudson Property for 15 Years as Part of Turnpike Project

If you grew up in New Hampshire and are over 30 years old, you likely remember Benson's Wild Animal Farm. It was probably the first time you saw a real tiger and elephant in person. And who could forget Colossus the gorilla, or Lindy the chimp, who pulled his tiny airplane across a wire to reach a bucket of peanuts?

Benson's Wild Animal Farm in Hudson was a "must visit" for families in New England for over six decades. John T. Benson bought the 168 acres in 1922 to quarantine imported animals before selling them to zoos and circuses. But the local interest in seeing the exotic animals that were roaming that nearby tract of land soon changed his plans. He began charging people to see animals they had only heard about, and Benson's Wild Animal Farm opened in 1927.

By the early 1930's, the Benson's parking lot could hold over 5,000 cars. The Boston and Maine Railroad began running a special roundtrip "Jungle Train" from North Station to a Hudson train depot near Benson's main gate. "The Strangest Farm on Earth" was a hit, serving as a zoo to the public and a work site for many circus trainers and performers, long before there was a Disney World or a Busch Gardens.

Benson's thrived for many years, but by the late 1980's its most recent owner ran into financial woes and the newly named Benson's Park closed in 1987.

Six years later, the New Hampshire Department of Transportation purchased the property as a site for wetlands mitigation as part of the wetlands impact associated with the proposed Circumferential Highway. But the highway was never built, and in December of 2008 the Benson's property was sold to the Town of Hudson, which had a vision for a large public park.

"As part of the sale, the property had conservation and historic easements put on it and held by the State to preserve the historic features and open space," says Nancy Mayville, the NHDOT's Municipal Highways Engineer, and a former manager of the project.

The Department's Benson's Oversight Committee, consisting of Bill Cass, Phil Miles, Dave Smith, Kevin Nyhan, and Dale O'Connell, is charged with overseeing the property on behalf of the state's interests to ensure that Hudson's many improvements are in compliance with the covenants.

"During state ownership, we did demolish most of the deteriorating buildings and exhibit structures, leaving six

historically significant structures. We assisted the town in developing a Master Plan for Benson's to become a town park with open space and recreational opportunities," Mayville remembers.

The townspeople of Hudson took it from there. Six years and thousands of volunteer hours later, the overgrown property has been transformed into an increasingly popular public park, complete with a senior center, playground, miles of walking trails, ponds and a dog walking area. There is also a 9-11 Memorial dedicated to those who lost their lives on September 11, 2001.

"It's amazing what they have done with the property. It's a hidden gem," says Dale O'Connell, Contamination Program Manager with the NHDOT's Environment Bureau. O'Connell has been monitoring three solid waste sites on the property since 2000 and is amazed by the transformation of what is now known as Benson Park.

"This place is beautiful. Hudson has done things we could never do. They have invested a lot of time and money in this project. They have really done a nice job."

Maintaining a link to the property's legendary past, the town has restored some of the Animal Farm's attractions, including the gorilla cage, the "Old Woman Who Lived in a Shoe" structure, a ticket booth, and a red barn that housed monkeys. Using a Transportation Enhancement

"When I first saw the property after I was named chairman of the committee, I remember thinking 'Oh my God, what did I get myself into.' It was a bit overwhelming," Mr. Schibanoff recalls.

"I'm truly amazed how far we have come so fast," he says. "We have exceeded our expectations."

Vandalism and neglect took a toll on the "Lady Who Lived in a Shoe". Scout projects have restored the structure, that stands as a link to the "Animal Farm" days.



grant being managed by the NHDOT's Planning and Community Assistance Bureau, the town is pursuing a renovation of the former railroad depot building that is now on the park property.

Hudson resident Harry Schibanoff has chaired the town's Benson Park Committee for six years.

Mr. Schibanoff attributes much of the success to the hundreds of volunteers who continue to donate time and resources to maintain and improve the park.

"There is a lot of community involvement, with people adopting certain spots and taking on projects, including at least nine Eagle Scout projects. Many Hudson residents have participated just because they remember Benson's as a kid."

So whether it's a wedding, a birthday party in the gorilla cage, taking the dog for a walk on a trail, or just finding a park bench to relax for lunch, Benson Park is once again a popular destination in Hudson. And there's no shortage of local ideas to make it even better.

Benson Park has become a popular place for hiking and walking the dog.



"Mixed Bag" Team Wins 25th Annual Commissioner's Cup Golf Tourney

They had not met before the day of the tournament. But that didn't stop the aptly named foursome playing as the "Mixed Bag" team from taking top honors at the 25th annual Commissioner Cup golf tournament on September 17th at Maplewood Country Club in Bethlehem.

Individually, they all wanted to play, but none had a team. So tournament organizers put them together. When 18 holes had been played, (photo left to right) Skip Derosia (retired Bridge Maintenance), Alan Cilley (retired Construction/Audit), Ian Boyko (Construction), and Todd Webster (District 1) finished at 11 under par and stood holding the trophy. Because there were two teams with 11 under, the winner was determined by a tie breaker.

1st Place (-11) - Skip Derosia, Al Cilley, Ian Boyko, Todd Webster

2nd Place (-11) - Keith Cota, Chris Clement, Dawn Dossett, Bob Landry

3rd Place (-9) - Bob Davis, Wayne Clifford, John Robinson, Jason Abdulla

4th Place (-6) - Dane Prescott, Kevin Russell, Steve Lebaron, Tobey Reynolds



New Multi-Use Path Opens at the Pease Tradeport in Portsmouth

Safer Route for Cyclists and Pedestrians Along NH 33

Bicyclists and pedestrians now have a safer route to travel in the Portsmouth area near the Pease International Tradeport. A new 1.5-mile multi-use path that connects Pease to points west along NH Route 33 has opened for commuting or recreations.



The multi-use path represents the culmination of efforts by government and private entities to address a non-motorized transportation demand.

"It was a great team effort," says project manager Tom Jameson (Planning & Community Assistance). "The PDA (Pease Development Authority) was lead but they got financial support from the City of Portsmouth, Town of Newington and private donors. The DOT put in the matching funds for the NH Route 33 segment. I went out a few weeks ago and walked the entire path. It is very nice and will provide a great non-motorized transportation link from Route 33 to the center of the PDA industrial center."

The goal of the federally-funded Transportation Enhancement Project is to provide choices for non-motorized users that are safe, reliable, and convenient.

This project is the first multi-use path to use porous pavement treatment. Porous pavement is a permeable surface with a stone reservoir underneath. Runoff is infiltrated directly into the soil and receives some water quality treatment.

Alvin J. Coleman & Sons of Conway, NH was the general contractor for the \$1 million project.

Stream Restoration Project is a Unique First for the NHDOT

Railway Brook is Part of Spaulding Turnpike Project Mitigation



There is a sharp contrast between the restored section of Railway Brook in Newington that is still under construction and the way it has looked for several decades. A straight ditch is being replaced by a meandering stream that will foster aquatic life and wildlife habitat. The entire restored brook and a buffer area will be part of a permanent conservation easement and wetlands area totaling 23 acres that will accommodate water run-off from the runway at the nearby Portsmouth International Airport at Pease.

Since the construction of Pease Air Force Base in the 1950's it has basically been a large straight ditch, modified to handle the many thousands of gallons of water that can pour off the nearby runway during a major rain storm.

Now Railway Brook is making a comeback, thanks to the Spaulding Turnpike improvement project in Dover-Newington-Portsmouth. The restoration of Railway Brook is a portion of the overall mitigation for the turnpike project's impact on wetlands.

Railway Brook has previously had poor water quality, lacked diversity of habitat and aquatic wildlife, and invasive plants were well established along its banks. Several concrete flood/spill control structures ("weirs") were added many years ago to detain the water flow and drop the elevation of the stream as it descends toward its outlet at Trickys Cove on Little Bay.

The project involves recreating a meandering Railway Brook just downstream from Arboretum Drive to within

500 feet of its confluence with Pickering Brook. It also allows for an overflow flood zone between an inactive rail line to the east and wetlands to the west.

"We're not just putting in a channel. We're developing an adjoining flood plain next to the brook that connects to existing prime wetlands," Laurin says.

During construction, much of the stream flow is being diverted through the wetland drainage system. A study of predicted water flows was conducted to help design the cofferdam to hold back and force the water into a temporary channel.

According to Construction Bureau contract administrator Jim Hersey, some of the construction challenges have included working with wet clay soil conditions, beavers that have dammed up flows that contribute water to the brook, and securing the proper stone sizes from local sources of rock. Hersey says work will be suspended during winter months when conditions get too wet. The \$788,000 project should be completed by the end of summer 2015.

The end result, says Marc Laurin, will be the "restoration of a natural stream channel and taking care of the flooding issues in a more appropriate manner."

Coinciding with this first-of-its-kind stream restoration project for the NHDOT is a similar effort involving Policy Brook in Salem that is part of the I-93 improvement project.

"It's a unique and innovative mitigation project," says NHDOT Senior Environmental Manager Marc Laurin (Environment Bureau). "It will really improve and enhance the prime wetlands that are there."

NHDOT People



Ted Kitsis, Administrator of the Construction Bureau, has marked 30 years of State Service with the NHDOT. Ted worked 18 years in the Design Section of the Highway Design Bureau, and oversaw projects that included the widening of NH 101 from Epping to Hampton and the Exit 13 project on I-93 in Concord.



Rita Hunt has been on the job for a few months as an Aviation Planner in the Aeronautics Bureau. Rita has a background as a project manager and is a certified flight instructor and commercial pilot. She's a graduate of Daniel Webster College with a Bachelor's of Science degree in Aviation Flight Operations and a Master's of Science degree in Business Administration.



Chuck Schmidt, Administrator of the Right-of-Way Bureau, has received his 30 year State Service Award. Chuck spent 26 years in the Highway Design Bureau, serving as Chief of Design Services for 16 years. Memorable projects he has worked on include Exit 3 to 7 of the Everett Turnpike in Nashua, and Exit 4 of I-93 in Londonderry.



Bill Oldenburg is the new Assistant Director of Project Development in the Executive Office. Among the positions Bill held during his 28 years with the NHDOT were Administrator for the Highway Design and the Right-of-Way Bureau.



Craig Green retired on July 31 following 39 years of State service with the NHDOT. Prior to his position as Assistant Director of Project Development, Craig spent most of his career in the Highway Design Bureau, including several years as Bureau Administrator.



Chuck Dusseault is the new Administrator of the Materials & Research Bureau. Chuck has nearly 27 years of NHDOT service in a number of positions in both Construction and Materials & Research. For the past eight years, he has been Section Chief of M & R's Geotechnical Section.



Lloyd Ingerson (District 1) retired on July 31 with 29+ years with the Department. For the past 14 years, Lloyd was the Foreman of the 108 Patrol Section in Jefferson.



Brian Guyotte (District 3) has reached the 40-year milestone with the NHDOT. The Highway Maintainer 3 has worked his entire DOT career out of some version of the New Hampton patrol section (#324) while providing safe travel for motorists.



Mark Kirouac (right), Assistant Administrator of the Highway Maintenance Bureau, was presented with a Federal Highway Administration (FHWA) "Public Service Award" at the September major staff meeting for his "tireless efforts" and "tremendous job" in spearheading and overseeing the development of a Traffic Incident Management (TIM) Program for emergency responders in New Hampshire. Making the presentation was FHWA Concord Office Administrator Patrick Bauer.

Service Awards (3rd Quarter)

10 Years:

Robert W. Bennett – Materials & Research
Michael Caron – Turnpikes–Hooksett
Jeffrey Collins – Bridge Maint–Lancaster
Benjamin Crosby – District 4, Crew 15
Robert Daneau – Tpk–Dover Maintenance
Jason Desellier – District 1, Crew 15
Jonathan Evans – Environment
Craig Gilcris – Bridge Maint–Lancaster
Kevin Kennedy – Construction
Louie Lemerise – District 5, Crew 27
Darryl Peasley – District 5, Crew 4
Christopher Sargent – District 3, Crew 1
Donald Tardiff – Mechanical Div–Swanzey
Matthew Trottier – Tpk–Merrimack Matinenance
Scott Walker – District 1, Crew 16
Matthew Whittemore – District 4, Crew 9
Peter Wilsie Sr – District 5, Crew 28

15 Years:

Robert E. Bennett – District 5, Crew 26
Larry Benson – District 1, Crew 11
Brian Coulombe – District 1, Crew 9
Jason Damren – District 5, Crew 14
Dana Flynn – District 1, Crew 7
Eric Levesque – District 5, Crew 9
James Macnichol – Tpk–Nashua Maintenance
Kristin Morgera – Hwy Maintenance
Keith Ross – District 3, Crew 2
Mark Taylor – District 4, Crew 5
Michael Thompson – District 1, Crew 24
Edward Tibbets – District 1, Crew 12
Harold Williams – Materials & Research

20 Years:

Donald Beaulieu – District 2, Crew 6
Steven Blanchette – Finance And Contracts
Roger Dandeneau – District 1, Crew 6
Duane Elkins – District 1, Crew 1
Dennis Hinton – District 6, Crew 2
Nickie Hunter – Construction
Michael Joyce – District 2, Crew 12
Jean Psyhos – Turnpikes–Hampton Ramp Toll
William Sheppard – District 3, Crew 3
Denis Switzer – Construction
Wayne Verrill Jr – District 3

25 Years:

Michael Hatfield – District 1, Crew 27
Glenn Lamper – District 3, Crew 15

30 Years:

Thomas Cleary – Materials & Research
Stephen Dunn Sr – District 4, Crew 15
Tony Eldridge – District 3, Crew 1
Steven Plourde – Mechanical Div–Concord
John Ross – District 1, Crew 22
Beth Walker – Turnpikes–Hooksett

35 Years:

Kenneth Cogswell – Materials & Research
Andrew Dame – District 3
Brenda Johnson – Finance And Contracts
Roger Lamontagne – District 3, Crew 31
Jared Rumford Jr – District 6, Crew 9

40 Years:

Brian Guyotte – District 3, Crew 24

Personnel Updates

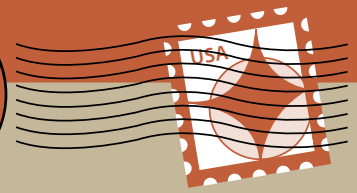
New Hires:

Terrence Bickford – Hwy Maintainer II, Dist 6, Crew 2
Ian Boyko – Engineering Technician I, Construction
Tyler Bragdon – Hwy Maintainer II, Dist. 5, Crew 11
Daniel Brennan – Hwy Maintainer I, Dist. 5, Crew 25
Brian Burrill – Hwy Maintainer II, District 1, Crew 3
Carisue Clancy – Accountant I, Finance And Contracts
Kiefer Digregorio – Hwy Maintainer II, District 3, Crew 1
James Dumas – Hwy Maintainer I, District 3, Crew 11
Jonathan Dymont – Hwy Maint II, Dist 5, Crew 26
Joseph Fields – Hwy Maintainer I, District 2, Crew 7
Joel Figueroa I – Hwy Maintainer I, Tpk-Hooksett Maintenance
David Fraser – Hwy Maintainer I, District 5, Crew 12
Keith Gallagher – Hwy Maintainer II, Dist 4, Crew 10
Fred Greenwood III – Hwy Maint II, Dist 2, Crew 13
Travis Hackett – Hwy Maintainer II, District 4, Crew 4
Scott Jolicoeur – Hwy Maintainer I, Tpk-Hooksett Maintenance
Charles Jorgensen – Bridge Maintainer II, Bridge Maint-Newfields
Daniel King – Hwy Maintainer I, District 5, Crew 14
Charles Kingsbury II – Hwy Maint II, Dist 4, Crew 3
Walter Lazarz – Civil Engineer I, Construction
Thomas Leach – Hwy Maintainer II, Dist 6, Crew 12
Evan McIntosh – Hwy Maintainer II, District 5, Crew 5
Zachary Paight – Civil Engineer I, Construction
George Poulin – Supervisor VI, Finance And Contracts
Trevor Renaud – Hwy Maintainer I, Dist 5, Crew 28
Brett Ricketts – Accountant II, Turnpikes-Hooksett
Zackery Routhier – Hwy Maintainer I, Tpk-Dover Maintenance
Thomas Roy – Automotive Service Technician, Mechanical Div-Concord
Andrew Silovich – Civil Engineer II, Construction
Charles Simpson IV – Hwy Maint II, Dist 3, Crew 13
Eric Tautenhan – Hwy Maintainer II, Dist 3, Crew 25
Richard Turcotte – Hwy Maintainer I, Dist 3, Crew 24
Keith Waite Jr – Hwy Maintainer II, District 6, Crew 5
Donna Wardner – Human Resources Assistant III, Human Resources
Michael Welch – Hwy Maintainer II, District 1, Crew 15
Raymond Wilson – Human Resources Technician, Human Resources
Shayne Woods – Hwy Maintainer I, District 2, Crew 1

Promotions:

Shawn Bersaw – Hwy Maintainer II, District 5, Crew 26
Steven Buchanan – Pavement Marking Foreman I, Traffic Pave Marking
Jeffrey Connor – Hwy Maintainer III, Mechanical Div-Concord
Kevin Daigle – Civil Engineer III, Bridge Design
Timothy Dunn – Civil Engineer IV, Materials & Research
Charles Dusseault – Civil Engineer VII, Materials & Research
Arthur Gelsi – Construction Foreman, Dist 2, Crew 51
Ryan Girardin – Hwy Maintainer II, District 5, Crew 25
Jason Goodwin – Carriage Operator, Traffic Pave Marking
George Gray – Hwy Maintainer III, District 1, Crew 7
Steven Hallee – Hwy Maintainer III, Tpk-Hooksett Maintenance
Timothy Harmon – Civil Engineer II, Highway Design
Neal Heon – Maintenance Mechanic Foreman, Turnpikes-Hooksett
Randy Hill – Hwy Maintainer III, District 4, Crew 15
Nicholas King – Supervisor II, TSMO
Glenn Kirby – Highway Patrol Foreman, Dist 4, Crew 14
Frank Linnenbringer – Civil Engineer IV, Dist 4, Crew 21
Denise Markow – Administrator IV, TSMO
Laura McCarthy – Supervisor IV, Turnpikes-Hooksett
Nathan McGrath – Hwy Maintainer III, Tpk-Merrimack Maintenance
Stephanie Micucci – Civil Engineer IV, Highway Design
Terrence Monaghan – Asst Highway Patrol Foreman, District 5, Crew 4
Jacob Noel – Bridge Maintainer III, Bridge, Maint-Rumney
William Oldenburg – Highway Engineer Administrator, Commissioners Office
Steven Paisley – Survey Team Technician III, Hwy Design
Anthony Paveglio – Hwy Patrol Foreman, Dist 5, Crew 3
Andrew Rondeau – Welder Mechanic I, Mechanical Div-Concord
Nancy Spaulding – Civil Engineer VI, Right Of Way
Jonathan Steeves – Maintenance Mechanic II, Turnpikes-Hooksett
Zachary Stetson – Hwy Maintainer III, District 4, Crew 6
Brian Tanguay – Highway Patrol Foreman, District 5, Crew 12
Gary White – Highway Patrol Foreman, District 2, Crew 4
Lynne York – Financial Analyst, Finance And Contracts

Letters



Editor's note: This project involved the complete reconstruction of the NH Route 28/Stockbridge Corner Road intersection in Alton to improve safety, as well the reconstruction of a half-mile of NH 28 with improved drainage.

August 14, 2014

I wanted to offer my compliments on a job exceptionally well done on Rte 28 from Hamwoods Road to the crossroad. You probably get more complaints than anything so I thought give credit where credit is due. The intersection at Hamwoods and that section of Rte 28 was always a bit challenging to drive and downright treacherous during storms and during the winter and early spring. You have accomplished a magnificent job in renovating that section of the highway. I travel it every day to Wolfeboro for work leaving very early in the morning, and I travel down Hamwoods to and from my home to where it intersects with 28, and previously, that was always an event to hopefully come to a stop, especially when it snowed.

Thank you so much for your good work. It is so much safer and more visible. I take care of a golf course and I learned a great deal about water movement and how to resolve issues by observing your methods to and from work every day as I watched the project progress, in solving a very challenging problem in what to do with all of that water during storms and spring thaw. Once again, great job and thank you.

Vincent A. Matics Jr.
Alton, NH



September 8, 2014

My wife and I recently traveled on your toll highways. I would like to express my thanks to your staff for their politeness - all of them said "Hi" or the equivalent, and their help in replying to my questions on directions. I must say as I was highly impressed with both your staff and the quality of your highways (surfacing, signage, shoulders, etc.). Keep up the good work! Merci et à la prochaine.

Alain Jarry
Dorval, Quebec

July 21, 2014

On behalf of the Pease Public Library, we want to give you our heartfelt gratitude for your participation in our second annual Touch-a-Truck! The day was a great success. We had 402 people come to visit the trucks! The kids and parents had a wonderful time experiencing some of their local heroes and favorite vehicles up close! Our goal here at the library is to touch all parts of our community, and this event allowed us to do that. We hope for your continued support in the future and are hoping to hold another Touch-a-Truck next year. Thank you again for your generosity and support!

Tanya Robbins
Youth Services Librarian
Pease Public Library
Plymouth, NH

Editor's note: District 2 employees participating in the Touch-a-Truck event were Ralph Carter, Chris Cantara and Don Beaulieu from the 206 patrol shed in Bristol.

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Champs Times Two – District 5 Team Wins Another Plow Rally



Kellen Jordan and Robert Lambert are on a roll. The District 5 teammates (Allenstown #506) have built on their 2014 NHDOT Plow Rally win in May by topping the best team that cities and towns had to offer. Jordan and Lambert competed in the New Hampshire Public Works Association (NHPWA) Plow Rally in New Boston on September 17th and defeated the Municipal Champion team from the City of Dover in a "State Champion run-off." As State of New Hampshire Champions, Kellen (photo left) and Rob can now compete in the NEAPWA New England Regional Snow Plow Roadeo, scheduled for November 6, 2014 in Leominster, MA.

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Archaeological Collections

Collections review also identified components of the collection that have research value, including clay pipes, quartz lithics, fire cracked rock and fauna. These are available for study by graduate students and researchers. NHDOT will post the availability of these collections in the NH Archeological Society newsletter and Sheila Charles is the contact person to review these requests (scharles@dot.state.nh.us or 603-271-4049).

While the NHDOT assemblage contains some exhibit worthy specimens, for the most part, the collection is fragmentary with few re-constructible vessel forms. Furthermore, the assemblage of approximately 259,521 artifacts in 336 boxes is relatively small, when compared to the 1,121 boxes housed at the New Hampshire State Archaeological Laboratory and over 800 boxes housing approximately one million artifacts at Strawberry Banke Museum. As such, the NHDOT artifacts, primarily derived from Phase 1B contexts, provide evidence of compliance with Section 106's policy of avoiding adverse site impacts.

In the future, we would like to see the collections database on a state network accessible not only to NHDOT Cultural Resources Program staff, but also to NHDHR and researchers. This network would offer protection in case of computer failure. Ideally, we also look forward to the creation of a research-friendly facility with internet access and regular research hours or hours by appointment.

Cover photo - Looking north from the new bridge at Exit 3 on the Spaulding Turnpike improvement project in Newington-Dover.